

WILSON ON HIS WESTERN CAMPAIGN TRIP.

Gives Views on Proposed \$30,000,000 Corporation.

THINKS ACTION STRANGE

Fears "Certain Individuals" Will Reap Profit.

FOR PUBLIC UTILITIES LAW

President King of Railway and Electric Company Gives Reasons for Organization.

Declaring that it seems strange that a corporation in need of funds should, within a few months past, have doubled the dividend on its common stock, Engineer Commissioner William V. Judson today gave out a statement containing his impression of the explanation made by Washington Railway and Electric Company officials that the reason for the formation of the new thirty-million-dollar corporation was to provide funds for financing the railway company and its allied properties in the future.

Commissioner Judson already is on record as being emphatically opposed to the amalgamation of local public utilities, which is understood to be the real object of the new corporation, known as the Maryland-Virginia Company.

"Recently the Potomac Electric Power Company, the stock of which is owned by the Washington Railway and Electric Company, increased or authorized the increase of its capital stock to \$30,000,000. We are told that the stock of this corporation was sold at a profit of \$100,000,000."

The District official today states that it looks as though the "capital sought to be secured was principally in the hands of a few individuals for certain individuals." He again urges the importance of the District of Columbia public utilities law.

His statement, in part, is as follows: "It seems peculiar that a corporation in need of funds, as was stated by its president, should, a few months past, have doubled the dividend on its common stock. Incidentally, it may be noted that this common stock was quoted a year ago at 84, while now, with the increased dividend, it is quoted in the 90s."

Thinks It Queer.

"If a public utility corporation, which, of course, should be carefully and conservatively financed, needs additional capital, it seems a queer way to begin to raise it by having stock sold in a great holding company at 15 cents on the dollar, and, in large part, purchased by officers and directors of the needy corporation, as has been reported."

It certainly does look as though the capital sought to be secured was principally in the hands of a few individuals for certain individuals. Who is this to be? I am afraid, in the long run, it is to be the public."

"A public utilities law would doubtless provide for the issue of bonds for all proper purposes."

Mr. Stephens' Views.

That the Attorney General of the United States could proceed at once to prevent the proposed amalgamation, even before the organization plans are completed, is the opinion of Francis H. Stephens, acting corporation counsel for the District of Columbia.

"In my opinion, there is an analogy between the proposed merger and the Northern Securities case, as it appears to me that the proposed corporation is a combination in restraint of trade," Mr. Stephens said.

Mr. Stephens takes the position that the amalgamation, if effected, would be unlawful and backs up his views with legal authority. First, he says, the combination of the Washington Railway and Electric Company with the District of Columbia Railway Company, which prohibits a local corporation from doing more than one line of business.

The question arises whether a corporation can be formed in the District of Columbia to transact various kinds of business in the District of Columbia which would be forbidden to a corporation organized elsewhere, Mr. Stephens said. "This is a question that never has been decided in this jurisdiction, but the United States Supreme Court has held, under a different statement of facts, that a state is not bound to recognize or enforce laws of another state when such laws are inimical or hostile to the policies of the first state."

Might Apply Doctrine.

"Unquestionably that doctrine might be applied in the case of the proposed merger, and I am convinced that it would hold, as commonsense suggests that our laws would be worthless and a farce, if 'hostile' state corporations could simply step into another state long enough to get incorporated and then return to do as they please, in utter defiance to our policies."

The need of the Washington Railway and Electric Company and the Potomac Electric Power Company to raise large sums of money to pay for the improvements and extensions in their service and to retire outstanding indebtedness as it falls due was given as a reason for the organization of the Maryland-Virginia Company.

President King, president of the local companies involved, in an interview with a reporter for The Star today.

Another reason given by Mr. King was the desire of the men back of the plan to provide for the future of the public, both in transportation and lighting.

Mr. King explained that the power to issue bonds, under the charters of the two old companies, was fixed by Congress, and that all the bonds possible under these charters have been issued.

The Washington Railway and Electric Company and its subsidiary companies during this year is spending \$1,200,000 on improvements and extensions, said Mr. King. Its operating expenses will reach about \$2,200,000.

He said that he believed that at least \$200,000 a year would be needed for the next twenty-five years to pay for the improvements and extensions which the company would have to make for the benefit of the Washington public.

To raise the money needed, Mr. King said, either a plan for a holding corporation, such as the Maryland-Virginia Railroad Company, with power to issue stocks and bonds, was required, or the company must take on a floating debt, which would not be good business.

Must Pay Off Bonds. In addition to the expenditures for extensions and improvements, Mr. King said, money was needed to pay off the outstanding bonds of the old companies as they fell due. He said that there were outstanding bonds issued by the Washington Railway and Electric Company and its subsidiary companies amounting to about \$25,000,000. Of these \$25,000,000 fall due October 1, 1912, and \$10,000,000 more October 1, 1913, and so on.

"Some plan must, in my opinion, be adopted to properly finance the great improvements and extensions which are required here constantly in our system," said Mr. King. "I am sure that this plan is to be maintained to be decided."

He was asked how soon a decision

WILSON ON HIS WESTERN CAMPAIGN TRIP.



UNDERWOOD & UNDERWOOD ©

THE DEMOCRATIC CANDIDATE FROM THE REAR OF HIS PRIVATE CAR MAGNET GREETING THE CITIZENS OF MARION, IND.

would be made as to the size of the plan. He replied that he thought it would be made soon, as the summer was over and men interested in the matter were returning to Washington.

Mr. King said that upon this decision would depend the extent of the plan—whether an effort would be made to provide for the ownership by the holding corporation of all the street railways of the future in Washington and also the other public utilities.

At present the District heads to be contemplated to look after our own system. No effort, so far as I know, has been made to effect a consolidation with the Capital Traction Company, or to take in the gas and telephone companies. If such a holding corporation were formed it must necessarily go into a hundred millions or more."

Mr. King referred to the fact that Congress was continually enacting laws looking to extensions and improvements in street railways without considering where the money was to come from to pay for these improvements. He spoke also of the long delays which have been experienced in obtaining legislation required by the District, the inference being that if the Washington Railway and Electric Company sought to increase its bond issue by act of Congress the matter might be years before Congress before action was had.

Capitalized at \$30,000,000.

At present the Maryland and Virginia Railroad Company is capitalized at \$30,000,000, and \$30,000,000 of stock has been sold and the proceeds used to purchase the stock of the Washington public service corporations. Mr. King said that the new company did not yet own the controlling interest in the Washington Railway and Electric system.

He said that it was planned to sell as much of the stock and bonds of the new corporation in Washington as possible, but that it would be necessary to place much of it in other cities. Of the stock already sold, he said, much has been placed in New York and Philadelphia and further west.

"You cannot compel any one to sell his stock," he said, adding, "but I can show the stockholders of the old companies the advantage to be derived from the new plan. They will hold their stock, or sell it, or trade it for bonds in the new corporation. The stockholders will have to pass on the plan, in any event."

Mr. King said that there was nothing secret about the plans for the new corporation. He said that the corporation had been organized a year ago, and that the stock had been sold on the curb in New York.

"I wouldn't look as though the corporation was a secret, does it?" he asked with a smile. Mr. King declared emphatically that he had no secret. Legislation is involved in the formation of the new or holding corporation.

Judson's Stand Is Approved. President William McK. Clayton of the Federation of Citizens' Associations, and other officials of that body, today called on Engineer Commissioner William V. Judson to express their appreciation of the stand taken by the Commissioner in disapproving the proposed plan of the thirty-million-dollar corporation, known as the Maryland-Virginia Company, to absorb the public utilities of the District of Columbia.

The Federation of Citizens' Associations has consistently urged favorable action by Congress on the plan for the establishment of a public utilities commission, which would take into consideration the interests of the public and the public utilities. The Federation of Citizens' Associations has been active in the public utility movement, and has been successful in securing the passage of the public utilities law.

MEXICANS BREAK JAIL.

Col. Ramon Vasquez and Capt. Rodriguez Escape Prison. DOUGLAS, Ariz., September 19.—Col. Ramon Vasquez and Capt. Theodore Rodriguez, held here for conspiracy to violate the neutrality laws, sawed their way out of jail here last night. They were arrested here last July for alleged participation in the so-called Vasquez-Gomez conspiracy and were to have been taken to El Paso today to stand trial.

No other prisoners escaped. Apparently the alleged conspirators received assistance from the outside. Vasquez and Rodriguez are believed to have crossed the international line in an attempt to join the rebels mobilizing at Colima, Mexico.

CONFERS WITH OFFICIALS.

Harry E. Nolan and Father Call at State Department. Harry E. Nolan, the putative secretary of the American legation in Panama, accompanied by his father, had an interview with Acting Secretary Huntington Wilson at the State Department today regarding his status, as affected by his experiences in New York in connection with the young Scotch girl, Marion McKivkar.

None of the parties to the interview made any statement as to the result of the conference, but it is understood that the matter has been brought to the attention of President Wilson, and the young man holds his appointment through the President.

Yale's Oldest Graduate Dead.

HARTFORD, Conn., September 19.—Charles K. Atwood of Newington, the oldest graduate of Yale, and a member of the class of 1842, is dead here, aged ninety-two years.

Tennessee Lawyer's Sudden Death.

CHATTANOOGA, Tenn., September 19.—Robert E. Pritchard, one of the leading lawyers of Tennessee, seized with acute indigestion in the courtroom here today, died soon afterward. He was sixty-three years of age.

Richard Dale, Banker, Dead.

PHILADELPHIA, September 19.—Richard Dale, a banker, and the grandson of Commodore Richard Dale, associate of John Paul Jones in the war of 1812, is dead at his home here, aged eighty-five years. He was the president of the Order of the Cincinnati and a member of many patriotic societies.

URGES REVISION

Head of Postmasters' League Cites Need of Change.

PENNY POSTAGE FAVORED

Third and Fourth Class Offices Merit Aid First, However.

EIGHT HUNDRED IN SESSION

Representatives of 22,000 of the 57,000 Post Offices at Convention in Richmond.

RICHMOND, Va., September 19.—Penny postage, postal post, postmaster's banks, rural delivery, the classification of fourth-class postmasters and a variety of detailed technical topics were up for discussion before the National League of Postmasters of the United States when the body convened here at 10 a. m. in the Hotel Richmond auditorium. More than 800 postmasters of the third and fourth class are in attendance, from every part of the Union, representing 22,000 of the 57,000 post offices in their classes.

A model post office in the convention hall is handling their mail.

Urges Readjustment of Pay.

A readjustment of the pay in the offices of the third and fourth class in keeping with the present demands of the postal service was urged by Charles C. Barry, president of the league, in an address delivered today. He said in part:

"Some very interesting figures may be gathered by reviewing the last official register. It shows that the average salary of the fourth class postmaster is \$1,388, and out of the number 4,206 pay less than \$200 per year. The third class has the largest number of its class, with 6,188, and out of the number 4,206 pay less than \$200 per year. The eighth district has the best salary, but even in that, the 1,136 pay less than \$200 and 363 less than \$100."

With the postal department carrying its load of freight matter from other departments without credit, the showing made by Postmaster General Hitchcock and his assistants during the past two years is remarkable. The placing of the Post Office Department on a self-sustaining basis, no other department of the government having yet reached that stage, has already started an agitation for a postal reform. Congress alone has the power to adjust this matter, and I would suggest that a committee be selected composed of members of Congress, department officials and postmasters of the third and fourth class, to take up this matter."

For Government Ownership.

"More than 77,000,000 is now being expended to give city and rural patrons daily mail at their doors without expense to the government. The postal service is a plant among the patrons in the smaller cities and towns on account of the present schedule of box rents, and during the last session of Congress a bill was introduced to allow free box rents in these places."

"Under the present plan of basing salaries in the third and fourth class offices on the basis of the postal service, the free box rents would go. It is coming, and to the government it will be a loss. The postal service is a plant among the patrons in the smaller cities and towns on account of the present schedule of box rents, and during the last session of Congress a bill was introduced to allow free box rents in these places."

Accumulative evidence of the congestion of Alexandria city, both as regards home and industrial conditions, was submitted by witnesses put upon the stand today by counsel for the municipal corporation in the hearing before Judge Bennett E. Gordon, sitting on the bench in Alexandria county courthouse.

This was in support of the plea for a greater Alexandria, to be created by the extension of the city limits to embrace contiguous territory in the counties of Alexandria and Fairfax. That there are practically no desirable residential sites within the city limits and that factory sites are even scarcer were declarations made by M. B. Harlow, vice president of the First National Bank of Alexandria; George E. Warfield, cashier of the same bank; and Col. Alexander J. Wedderburn, publisher of the Alexandria Sunday Times. Mr. Wedderburn stated that he knows of no more congested city in the east, in respect to building conditions.

City's Indebtedness Reduced.

Mr. Harlow testified that he had been twenty-four years treasurer of Alexandria city prior to 1900, and that a debt of \$1,400,000 had since been reduced by the city to \$800,000. This liability was incurred, Mr. Harlow said, through railroads, canals and turnpike enterprises, which had already been paid in these streets and the cost charged up against the adjoining property.

The expansion of Alexandria city in ten years, both in business activity, wealth and population, was described by Col. Wedderburn. Census reports show, he said, that Alexandria is the second largest manufacturing city in Virginia.

Ex-Gov. A. J. Montague, as counsel for Alexandria city, in his opinion, is in the cross-examination of Col. Wedderburn and other witnesses.

TELES OF NATION'S MONEY.

Address by W. E. Andrews Before St. Luke Hall Association. "Money," was the subject William E. Andrews, auditor for the Treasury, took for an address before the St. Luke Hall Association in Walk Memorial Colored Church last night, being the first of a series of lectures on the history of the nation's finances from the colonial period to the present time.

Mr. Andrews, secretary and treasurer of the association, gave a report showing steady progress being made in the purchase of St. Luke's building, corner of 18th and U streets, during the past year. Rev. A. C. Garner, president of the association, presided over the meeting. The subject of the lecture was the history of the nation's finances from the colonial period to the present time.

TREAT FOR ROOSEVELT.

Colonel, When He Visits Atlanta, to See Cub Used by His Mother. ATLANTA, Ga., September 19.—The little crib which held the mother of Col. Theodore Roosevelt when she was a baby will be shown the progressive presidential candidate when he visits this city the last of the month.

The infant, who was born in the Mississippi river, the success of this mission has been pleasing to both the department and the people. The infant, who was born in the Mississippi river, the success of this mission has been pleasing to both the department and the people.

BROTHER IDENTIFIES BODY.

Man Drowned in Canal Was Henry S. Brown, a Stonecutter. The body of the man found in the Chesapeake and Ohio canal yesterday morning has been identified as that of Henry S. Brown, a stonecutter, who lived at Canal and Conduit roads, Georgetown.

The identification was made by his brother, Charles Brown, who said Henry left home Monday morning. It is believed he accidentally fell into the canal. The body of the man found in the tidal basin Tuesday morning by two colored men is still unidentified.

OLD BAY SCHOONER SINKS.

Flirt of the Wave Was Well Known Vessel in Washington. The old bay schooner Flirt of the wave is reported to have sunk at Baltimore. The schooner was well known at this city, where she brought lumber and other cargoes, but it has been about two years since she was last here. For the past year she has been lying at anchor near the oyster retail wharf, at Baltimore.

The Flirt of the Wave was owned by Baltimore and was last employed in the oyster dredging service on the Chesapeake bay, for Baltimore packing houses. The Flirt of the Wave in her day was one of the best of her class and has given good service in her long career. She is reported to have sunk at Baltimore, near the oyster retail wharf, at Baltimore.

BREWERS BEGIN SESSION.

Declare They Are Mainstay of Practical Temperance. BOSTON, September 19.—The fifty-second annual convention of the United States Brewers Association began here today. About 100 brewers from all parts of the country were present when President Jacob Ruppert, Jr., of New York called the meeting to order.

In his address President Ruppert declared that the brewers "are the mainstay of rational and practical temperance." He sketched briefly the commercial changes of the thirty-eight years since the last Boston convention, stating that between 1870 and today the consumption of beer had increased 700 per cent.

The labor question was referred to in the annual report of the trustees, who said: "Experience emphasizes the need of a national brewers' trade agreement, and a national brewery arbitration board which would jointly represent employers and employees."

The convention will complete its business tomorrow.

TRUST SUIT POSTPONED.

Illness Delays Testimony in Case Against Harvester Company. CHICAGO, September 19.—Owing to the illness of Edgar A. Bancroft, counsel for the defendants, the taking of testimony in the case of the Harvester Company was postponed today. It was decided later whether the postponement will continue for several days.

Today's proceedings were to have been devoted to the presentation as evidence of the minutes of the Harvester Company's director meetings and of the minutes of the voting trustees, George W. Perkins, Cyrus H. McCormick and Charles Deering.

W & J. STONE

NEW YORK WASHINGTON SAN FRANCISCO

AUTUMN DISPLAY OF Domestic Rugs and Carpets

THE selection of Domestic Rugs and Carpets for the town house is relieved of all difficulty by the unlimited range of exclusive effects now on display in our showrooms.

Never before has such an unusual assortment been shown in this city.

All the Rugs and Carpets displayed are priced according to their commercial value ONLY. Our ability to secure desirable designs is NOT charged for, and our values cannot be equaled elsewhere in Washington.

That we are decorators as well as experts in floor coverings is evidenced by the decorative excellence of the patterns of our Wilton, Body Brussels and Axminster Rugs. Our "Kalliston" Plain Color and "Chamout" Chenille Axminster Rugs are specialties of this house and noted for their high intrinsic and artistic value and moderate price.

Domestic Carpets—newly designed—to complete present-day schemes of decoration, form an important part of our stocks.

Prompt execution of orders and satisfaction are guaranteed our patrons.

1412-14 H Street N.W. Telephone Main 4909.

The Store That Sells Wooltex. *Wooltex & Jelleff* 126 E. Street N.W.

Worth Reading Carefully.

This Friday advertisement is filled with economy opportunities.

42 NEW SUIT STYLES. Women's Suits. Misses' Suits. Double the space formerly given to suits. Splendid values at prices from \$20.00 to \$125.00. Plain tailored and fancy trimmed styles in great variety. Many new and exclusive suitings not shown elsewhere.

Special Wooltex No. 810 1/2 Suit. This suit comes in a fine, rough cheviot, serge and gray diagonal. It is beautifully tailored as all Wooltex Suits are, and guaranteed for two seasons' satisfactory wear. The coat is 31 inches long, with rounded corners and revers. Skirt made of double inverted plaids at foot. The best value we have ever offered at \$27.50.

Shadow Laces. Assorted widths; regular prices up to \$1.50 per yard. Choice, 29c.

FRIDAY AND SATURDAY SALE OF NEW SERGE DRESSES! We are going to make it worth your while to buy, even if it is warm. No charge for alteration, and \$10 and \$12.50 dresses would be good value.

THE FIRST IS ALL-WOOL SERGE, button front, velvet lined, Robespierre collar and bow; colors are navy, black, \$8.50 and \$10.00. Price \$5.00.

THE SECOND IS MEN'S WEAR SERGE, button front, neck and yoke and trimmed with fancy stitching of contrasting color. Colors are navy, black and brown—\$8.50 also.

HIGH QUALITY SERGE DRESSES, skirt and waist trimmed with wide fancy braid; sailor collar and cuffs, trimmed with satin and gold. Colors are navy, black and taupe. A \$15.00 dress \$11.50 at \$10.00.

FINE FRENCH SERGE, open front, skirt and waist trimmed with wide fancy braid; sailor collar and cuffs, trimmed with satin and gold. Colors are navy, black and taupe. A \$15.00 dress \$11.50 at \$10.00.

CORDEUR DRESS in navy blue and white sailor collar of contrasting color, trimmed with satin and self color. Spe- \$13.50 at \$10.00.

\$3.95 SKIRT SALE. A big lot of Fancy Woolen and Plain Color Corduroy Skirts—new styles just received. Splendid at \$3.95. A \$5.00 value. Special at \$3.95.

REDMAN NOT PAID. Says Connection With Cafe Republique brought Him No Profit. S. C. Redman, president of the Columbia Cafe Company, which controlled the Cafe Republique, and which recently was declared bankrupt, was today examined in the office of Edward S. McCalmont, referee in bankruptcy. Other officials of the company will be examined following the completion of Mr. Redman's testimony.

Mr. Redman testified that he made no money from the Cafe Republique during the two years he was connected with it. "Do you mean to say that you worked for two years, four or five hours a day, and didn't make anything?" questioned Julius Foyet, a representative of some of the creditors, in the course of the examination.

"I did not make a single dollar," answered the company's president. "You did it then as a public-minded citizen—as a matter of love only?" again queried the attorney.

"I did, absolutely," rejoined Mr. Redman. Mr. Redman was questioned as to the details of certain business transactions of the company.

VACATION SCHOOL CLOSES. Y. M. C. A. Educators Address Pupils of Summer School. Closing exercises in connection with the Vacation School of the Y. M. C. A. Institute were held at 10 o'clock this morning in the Association Assembly Hall. Fifty students, who have been studying during July and August under the direction of Charles A. Johnson and one of the principals of the public schools, were present. Director of Education M. J. Jones presided.

General Secretary William Knowles Cooper told the story of a young Italian, Hercules Carvoto of Boston, Carvoto was a protégé of Mr. Cooper's at Springfield, Mass. He was the driver of a wagon for a plasterer; was induced to study the evening schools of Springfield; was sent to Boston at the school by Y. M. C. A. friends, and has forged ahead to a high place in the world of art.

"There may be Cartotus in this group," declared Secretary Cooper. "It's the business of schools and friends to help you boys find your fields of work and fit you for highest usefulness in them." Buttons—originally from 10c to 25c dozen—now 5c. Buttons—originally from 30c to 60c dozen—now 15c. Buttons—originally from 10c to 25c dozen—now 5c.

RAIN PREVENTS FLIGHTS. Orville Wright Disappointed on His Trip to College Park. Tests of the Wright speed aeroplanes and of the new weight-trying machine which were to have been held at College Park today in the presence of Orville Wright were postponed on account of rain. Unless the rain ceases there will be no flights of the hydro-aeroplanes at the War College this afternoon.

Mr. Wright arrived in Washington last night and this morning he went to College Park to inspect the machines which are to be tested. He is expected to leave for Dayton, Ohio, this evening.

William Kabitze, the Wright aviator, made two flights yesterday at College Park. During the first he visited the new type of C machine which he is testing. On one flight he took as a passenger, Miss Lina Bowden, daughter of the late Senator from England. No flights were made yesterday at the War College. The Curtiss machine which was broken Tuesday when Lieut. Rockwell collided with the sea wall, has been repaired and is now ready for service.

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